

1970

city of
westwood
kansas

COMPREHENSIVE PLAN

HNTB

department
of urban &
regional
planning

KANSAS CITY
OVERLAND PARK

CITY OF WESTWOOD, KANSAS

COMPREHENSIVE PLAN

Prepared by

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September, 1970

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Honorable Mayor and City Council
City of Westwood, Kansas

Gentlemen:

We are pleased to submit herein the Comprehensive Plan report for the City of Westwood, Kansas. This report contains analyses of physiographic conditions, storm and sanitary sewers, and the several residual parcels remaining in the City. The goals and objectives of the community, including land use policies which have been developed are included, as are the Comprehensive Plan and its various elements.

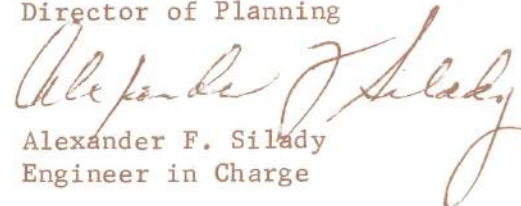
We wish to express our appreciation for the many helpful comments and suggestions which you have made during the course of this study.

Sincerely yours,

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INTRODUCTION

PURPOSE

Man is an integral part of his environment. Man has a great effect upon his environment, and in a sense creates his environment. This environment, on the other hand has a great effect upon man and his activities.

The land and buildings in Westwood are used for a variety of changing urban activities. The spacial arrangement and interrelationships of land and buildings determine the Community's physical amenities, convenience, and efficiency - the character of its environment. The basic purpose of the Westwood Comprehensive Plan is to maximize the opportunities leading to continued improvement in the future environment of the Community.

Change is the basic constant in the urban environment. While land is relatively permanent, people, their attitudes and activities, are in a constant state of change resulting in constantly changing uses of the land. Community planning is the art, the science, and the continuous activity of arranging improvements on the land, thereby adapting it most conveniently, economically, and gracefully to the many varied and changing occupations of civilized man.

The Comprehensive Plan is a process rather than a conclusive statement. It is a guide to the future orderly physical development of the City. In addition to outlining the desirable future community development, it states

policies to guide and coordinate this development. It provides a rational, consistent basis for judging and evaluating community needs as well as for making public and private development decisions.

The City is comprised of a variety of land uses woven together by a network of streets, utility systems, and communication channels. The purpose of the Comprehensive Plan is to properly arrange these facilities in a manner resulting in a coordinated physical development in accordance with the present and future needs of the City and its immediate environs. In addition, the Comprehensive Plan is intended to insure the efficient expenditure of public funds and to promote the health, safety, convenience, prosperity, and general welfare of the people in the City.

This report documents and illustrates the planning process as it directly relates to the City of Westwood, Kansas. Major elements of the Comprehensive Plan are:

- Analysis of Physiographic Conditions

- Analysis of Residual Parcels

- Land Use Plan, Development Standards, and Zoning Regulations

- Street Plan

- Community Facilities Plan

- Comprehensive Plan

- Capital Improvements Program

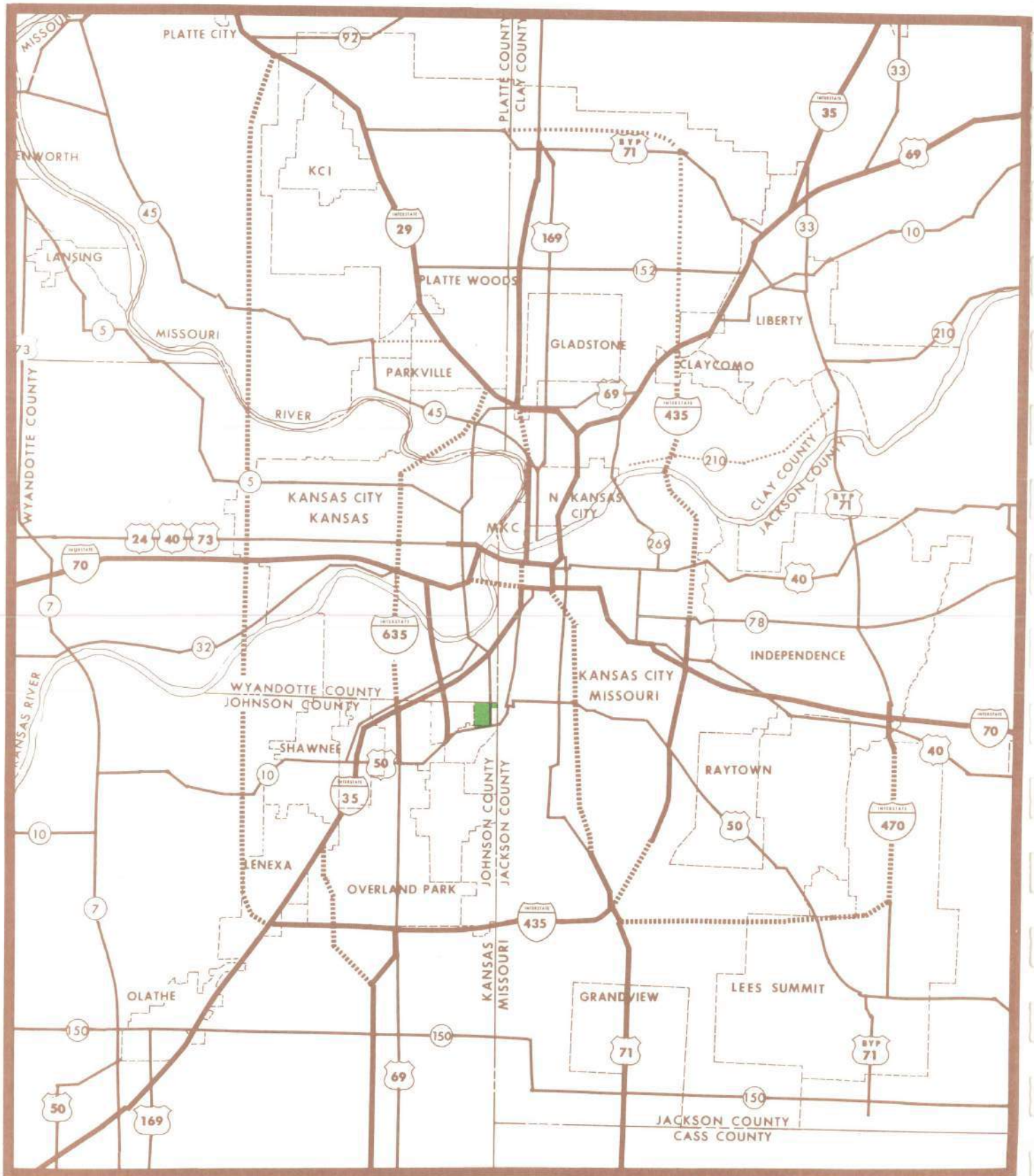
REGIONAL SETTING

The City of Westwood is a residential community of slightly more than

2,500 people, occupying nearly 271 acres in the extreme northeast corner of Johnson County. As shown in Plate 1, Westwood and Vicinity, the City is centrally located in the Kansas City Metropolitan Area, and is completely surrounded by the incorporated communities of Westwood Hills, Mission Hills, Fairway, Roeland Park, Kansas City, Kansas and Kansas City, Missouri. The City functions as a residential neighborhood in the Metropolitan Complex.

The Westwood area currently enjoys popularity with professional people who appreciate the combination of pleasant residential environment with ready access to the nearby Country Club Plaza and downtown Kansas City, Missouri, two major concentrations of professional offices in the Metropolitan Area. The desirability of this area as a place of residence is reflected in the somewhat inflated prices received for houses.

As a City in the heart of the Metropolitan Area, Westwood has the capability of developing any kind of character its citizens wish. Its residential portion can remain comprised of all single family detached houses, or townhouses and garden apartment areas can be developed. Extensive office building development is possible with the complete exclusion of retail facilities, if this is considered desirable. Basically the three major controls on the future development of Westwood are the desires or goals of the citizens, the parameters established by the overall Metropolitan economy, and the existing land use.



LEGEND

- EXISTING
- PROPOSED
- CITY OF WESTWOOD



SCALE IN MILES

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
DEPARTMENT OF URBAN & REGIONAL PLANNING
KANSAS CITY OVERLAND PARK, KANSAS

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WESTWOOD AND VICINITY PLATE 1

ANALYSIS OF PHYSIOGRAPHIC CONDITIONS

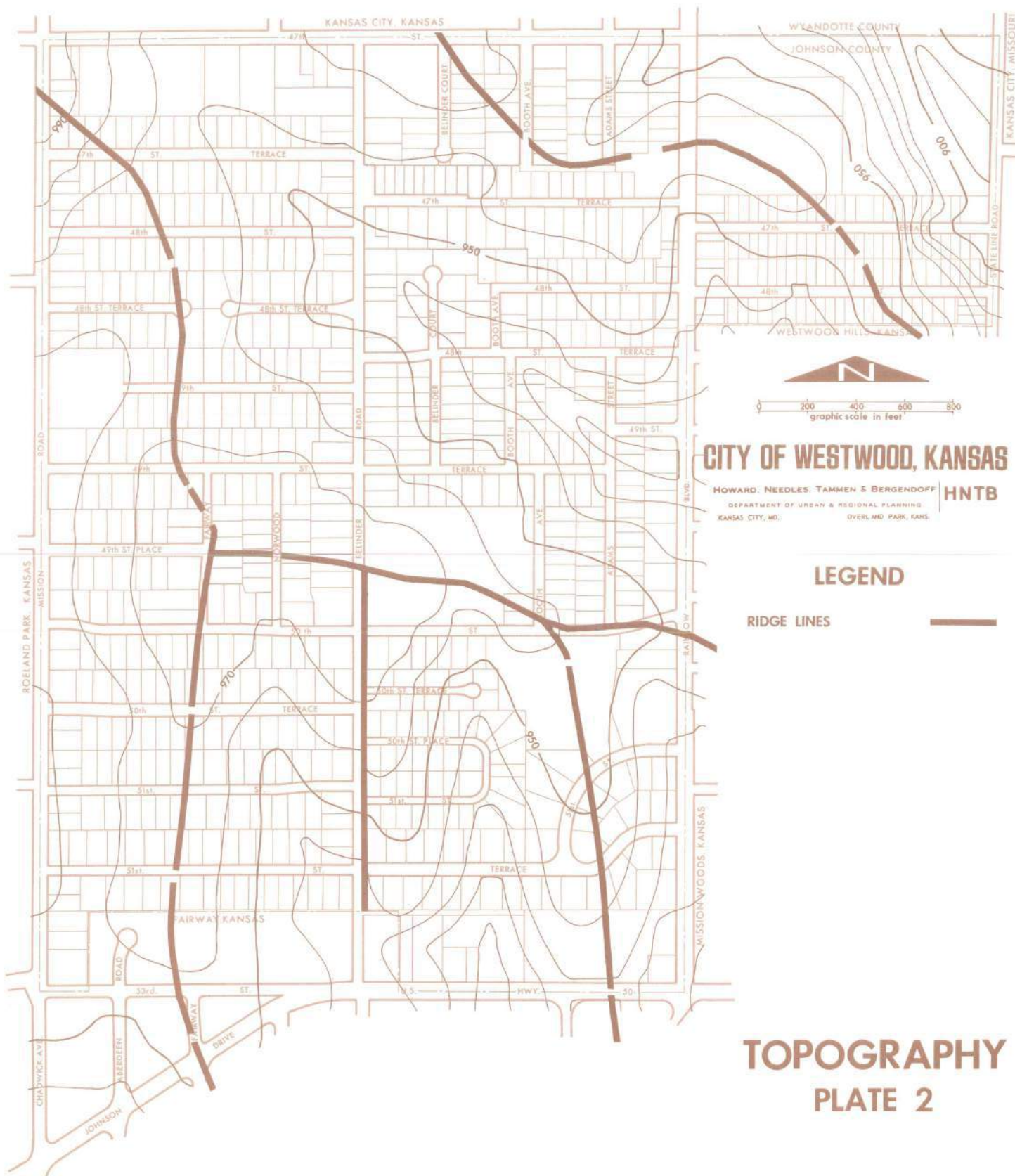
TOPOGRAPHY

The City of Westwood is in an area which can be described as gently rolling. The elevation ranges from 990 feet above mean sea level in the vicinity of 47th Street and Mission Road to 900 feet in the vicinity of State Line Road. The flattest area of the City is the area west of Belinder Road between 47th Terrace and 50th Street; the steepest slope is immediately west of State Line Road immediately adjacent to the drainage channel which cuts across the extreme northeast corner of the City.

Westwood lies in six watersheds, as indicated in Plate 2, Topography.

One ridge follows a generally north-south course along Fairway Avenue extended, crossing Mission Road just south of the 47th Street intersection. A ridge runs down Belinder Avenue from a point approximately 300 feet north of 50th Street where it intersects with a ridge extending from 49th Place and Fairway Avenue to a point approximately at the intersection of 50th Street and Rainbow Avenue. Another ridge runs in a southerly direction from the intersection of Booth Avenue and 50th Street.

The fifth ridge enters the City at the intersection of Belinder Court and 47th Street, following a generally southeasterly course, and exiting approximately one-third the distance between State Line Road and Rainbow Avenue.



CITY OF WESTWOOD, KANSAS

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LEGEND

RIDGE LINES



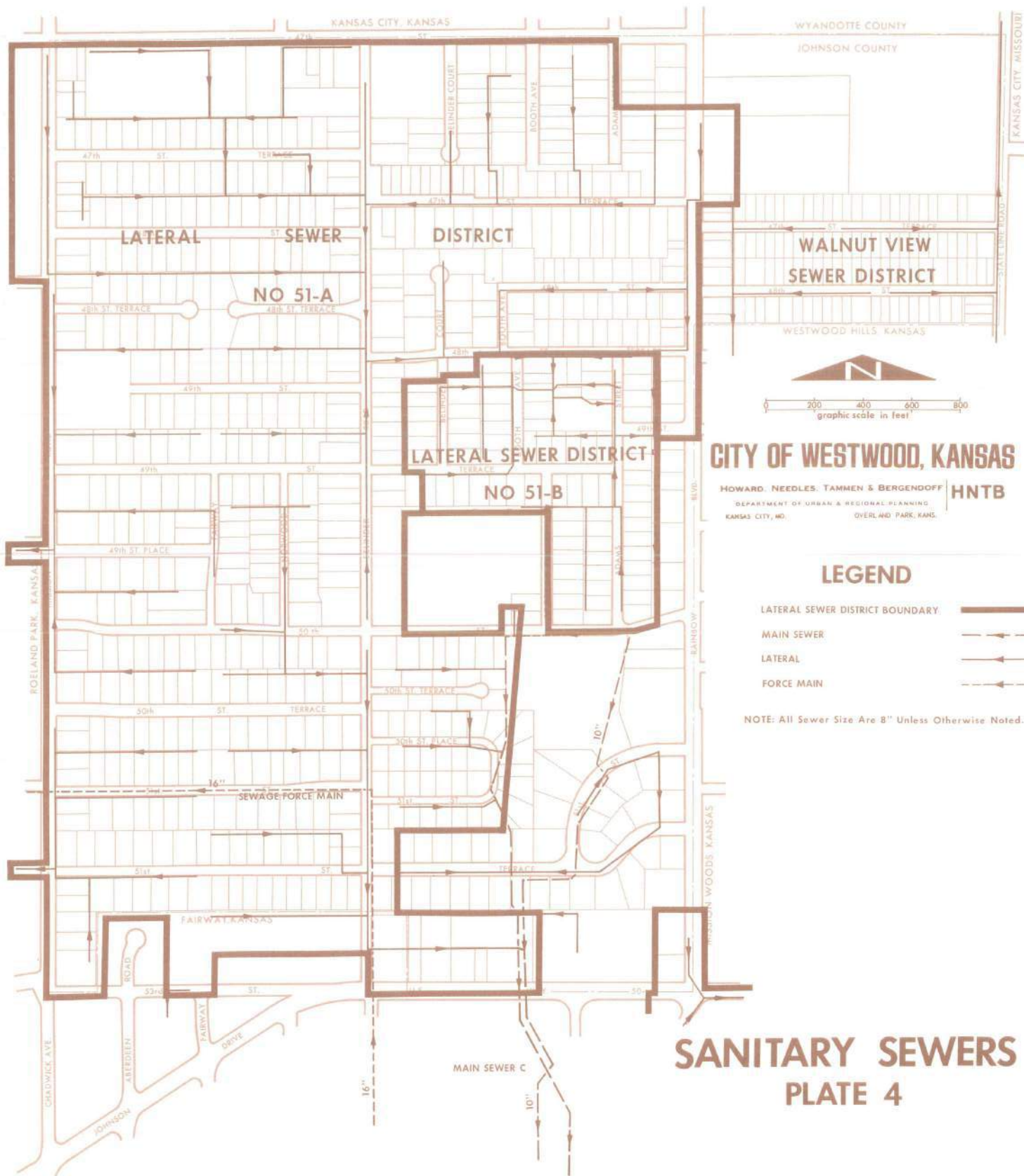
TOPOGRAPHY
PLATE 2

STORM SEWERS

The existing and proposed storm sewers are shown in Plate 3. Storm water eventually flows into Brush Creek through sewers or open ditches, or a combination thereof. Storm drainage problems have been experienced in several locations within Westwood: (1) 47th Street west of Belinder Road; (2) between 51st Street and 51st Terrace west of Belinder Road; (3) between 48th Terrace and 49th Street east of Mission Road; (4) between 51st Street and 51st Terrace west of Rainbow Avenue; (5) 48th Street Terrace in the vicinity of Booth Avenue; and (6) the area between 50th Street and 51st Street west of Rainbow Avenue. Detailed solutions to the problems in these areas have been prepared and submitted as separate reports, and are included in Chapter 6 of this report.

SANITARY SEWERS

The City of Westwood lies in three sewer districts; Lateral Sewer District Number 51-A which encompasses most of the City, Lateral Sewer District Number 51-B, and the Walnut View Sewer District. These districts, and the existing sanitary sewers, are shown in Plate 4.



ANALYSIS OF RESIDUAL PARCELS

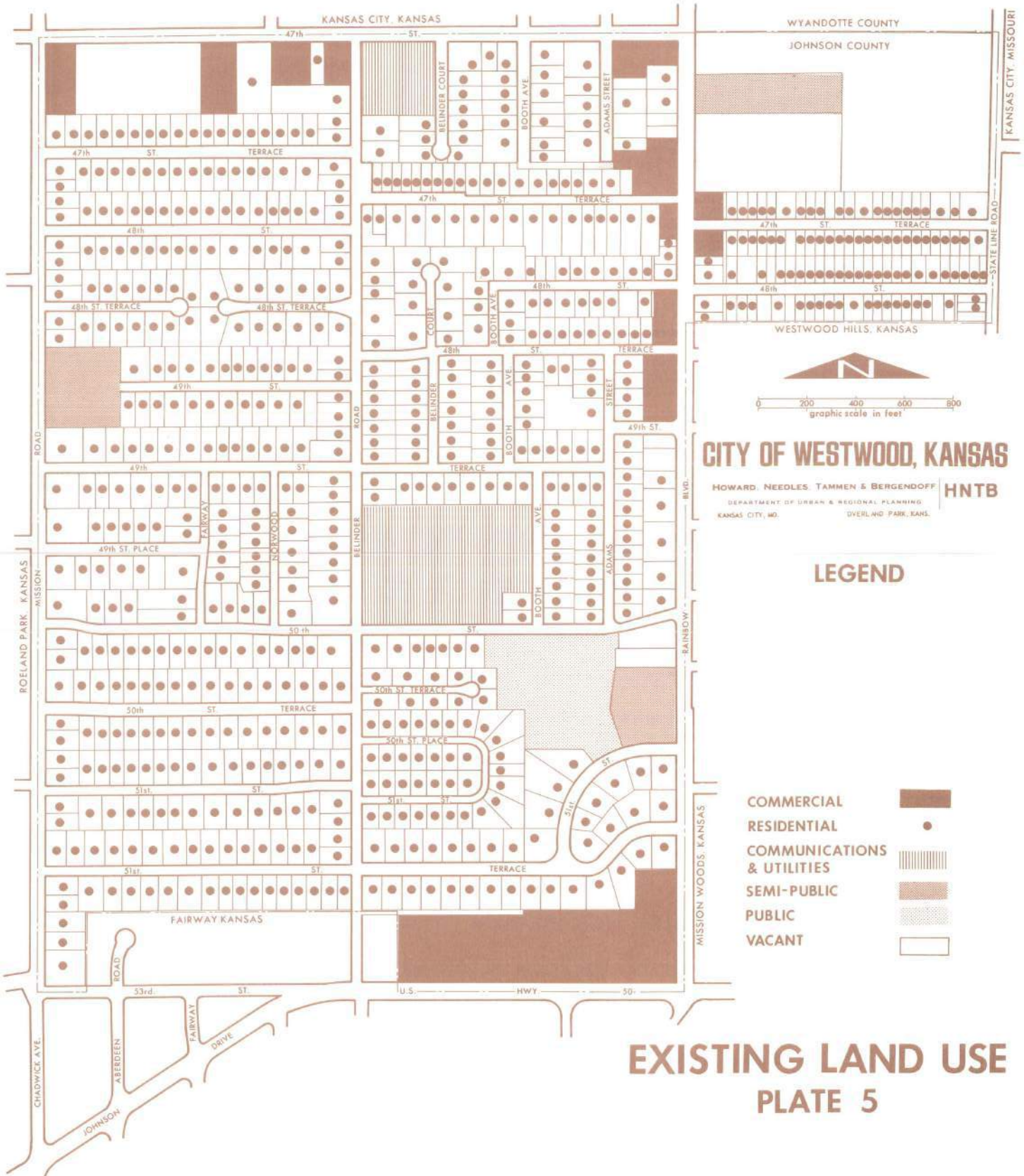
INTRODUCTION

As a point of departure in the planning program, an inventory and analysis of the existing development is necessary. A clear understanding of the present development patterns reveals the available alternatives for future development. This chapter is devoted to an analysis of the land use pattern of the City, the distribution of residential structure appraised valuation, and the alternatives for developing the major vacant parcels within the City.

EXISTING LAND USE

The City of Westwood is an integral part of the Kansas City Metropolitan Area, functioning as a single family residential neighborhood. As indicated in Table 1 and Plate 5, more than 60 percent of the land within the City is devoted to this use, compared to 42 percent for the typical suburban city. Commercial land is located on the periphery of the City on 47th Street, Rainbow Boulevard, and Johnson Drive. The largest concentration of commercial usage is on Johnson Drive, consisting of the United Utilities Incorporated offices and various retail establishments.

Public and Semi-Public usage accounts for 3.9 percent of the land in the City. This is comprised of three religious institutions - Olivet Baptist Church at 49th Street and Mission Road, Westwood Christian Church at 51st Street and Rainbow Boulevard, and Youth for Christ at 47th Street and Rainbow - and the Westwood View Elementary School.



Communications and Utilities consists of the KMBZ - KMBR radio towers and studios and the Cities Service gas facility. Those two facilities account for an additional 3.8 percent of the land in Westwood. Street right-of-way uses 18.6 percent of the land, and vacant land accounts for an additional 8.4 percent.

Table 1: EXISTING LAND USE COMPARED TO THE TYPICAL SUBURBAN CITY

Use	Westwood		Typical Suburban City
	Acres	Percent	Percent
Residential	163.2	60.3	42.0
Commercial	14.5	5.0	2.5
Industrial	-	-	12.5
Communications and Utilities	9.7	3.8	-
Public and Semi-Public	10.2	3.9	15.3
Street Right-of-Way	50.3	18.6	27.7
Vacant	22.8	8.4	-
Total	270.7	100.0	100.0

APPRAISED VALUATION OF RESIDENTIAL PROPERTY

An analysis of the appraised value of residential property in the City of Westwood provides one measure of the likelihood that certain sections of the City are ready for change.

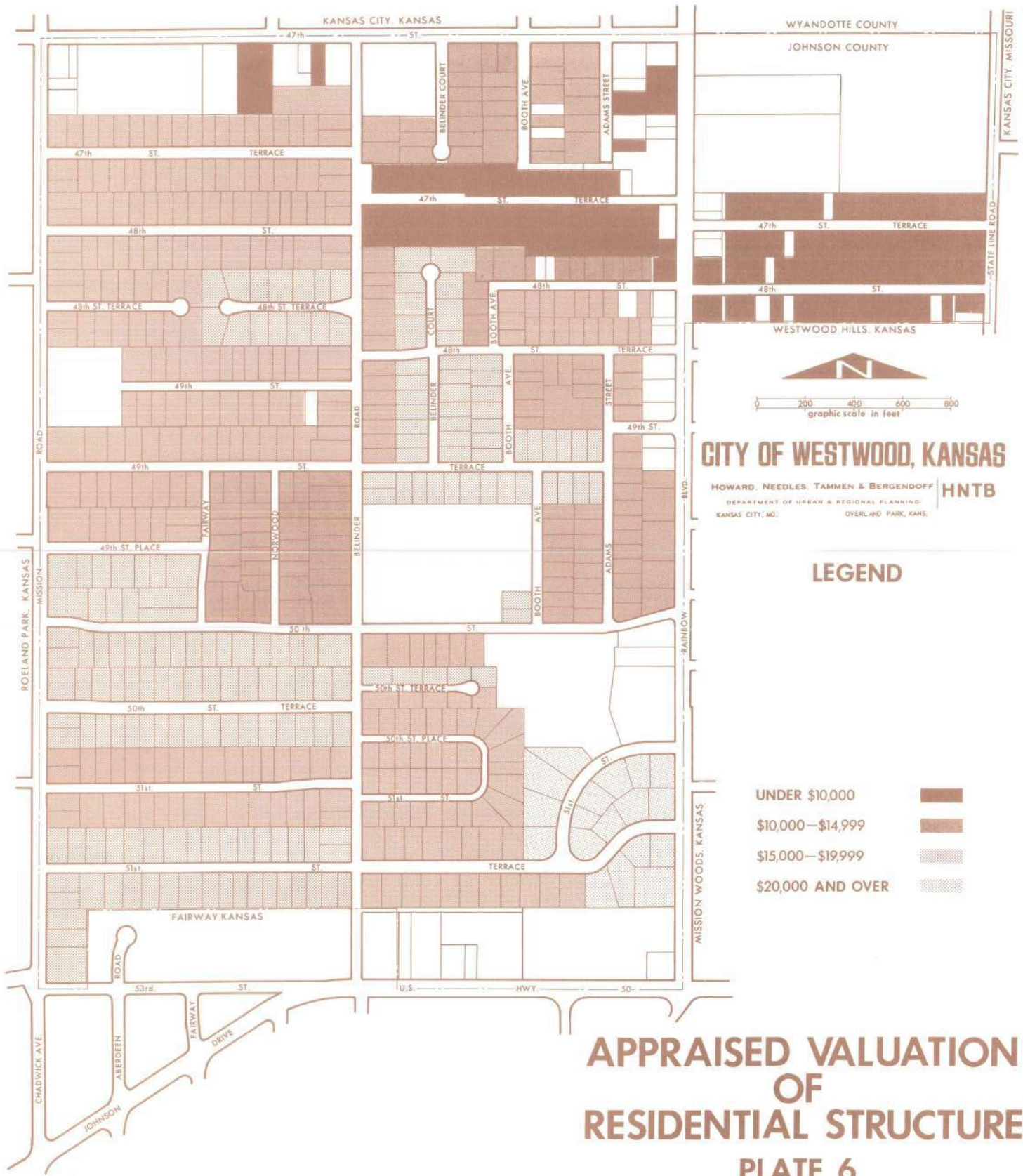
The appraised valuation of all property in the City of Westwood was obtained from the Johnson County Assessor's office. The valuation of resi-

dential structures has been summarized on a half-block basis into four categories: Structures valued under \$10,000, structures valued from \$10,000 to \$14,999, structures valued from \$15,000 to \$19,999, and structures valued at \$20,000 or more. The distribution of these structures is shown on Plate 6, Appraised Valuation of Residential Structures. The average appraised value of residential structures in Westwood is \$14,042. Most of the half-block areas fall into the \$10,000 to \$19,999 range. The average value of residential structures along 47th Terrace east of Belinder Road and also the blocks east of Rainbow Boulevard is below \$10,000. The residences in these areas are generally the oldest and smallest houses in the City. The houses east of Rainbow Boulevard are situated on very narrow lots, generally forty feet in width. These various physical attributes are reflected in the low appraised valuation of the houses, which is closely related to the market value. As the present occupants move from the area, it is very likely that the market conditions will encourage private redevelopment.

POTENTIAL USES FOR RESIDUAL PARCELS

47th and Rainbow Boulevard

There are three major residual parcels of land in the City of Westwood. The largest is a 16.6 acre tract of land extending from Rainbow Boulevard to State Line Road at 47th Street. The vacant tract surrounds three sides of the Youth for Christ property. The property is bounded on the north and south by small, older single family residences,



generally about 50 years old. Developers have investigated this land as a possible site for a garden apartment development. This, of course is one possibility. However, the City of Westwood does not have a city hall, nor does it operate its own recreation facilities. As a municipality, Westwood should provide its citizens with conveniently located recreational facilities. Ideally, these facilities should be centrally located in the City, but vacant land of sufficient size in a central location is not available. The size of this site, and its topographic characteristics make it the best available location for a community center.

It is recommended that arrangements be made to provide Youth for Christ the land immediately north of their present ownership in exchange for the portion of their land currently occupied by the dormitory. This amounts to a total of 2.84 acres. This would facilitate development of the residual parcel. An area with 260 feet of frontage on Rainbow Boulevard and 500 feet of depth could be developed as office use, to be leased by the City. This site would accommodate a building with a gross floor floor area of 67,000 square feet, and parking for 145 cars. Immediately east of this area would be the City Hall.

The park itself could include a 50 meter swimming pool with diving area, childrens' wading pool, and a building with dressing rooms and concession space; two tennis courts; a small childrens' play area with imaginative play equipment; picnic shelter and patio for large groups, with caterer's

kitchen, hooded fireplace, and protective roof; multi-use concrete pad for basketball, volleyball, group games, stage, and dancing; a softball field; and open lawn for active recreation. Should it not be feasible to devote the entire tract of land to park usage, a combination of office, medium to high density residential, and park usage would be appropriate.

47th Street East of Mission Road

The second largest vacant tract of land is located on 47th Street just east of Mission Road. This vacant land totals approximately 3.6 acres. The parcels to the east and west are currently in commercial usage. Across the street is the Fairway North Shopping Center. Several possibilities for future development of this site exist, each with its assets and liabilities. Because of the commercial nature of the immediately surrounding area, development of this site as a retail commercial area is a definite possibility, particularly if done as a small planned shopping center integrating the development on adjacent parcels. Haphazard commercial development along 47th Street, or any of the streets in the City, should be avoided as the frequent points of access are in direct opposition to the primary purpose of the arterial - that of an efficient carrier of through traffic.

A second alternative is office development. The recent construction of the H. D. Lee Company, Northwestern Life Insurance, and the ICCI office buildings on Johnson Drive near State Line Road tend to indicate that

the part of the metropolitan area in which Westwood is situated is a good location for offices. A major factor in this regard is the desirability of the residential areas of Westwood and the surrounding municipalities. Management personnel and other professionals find this area a desirable location in which to live, and they also prefer to work close to their residences.

A third alternative for the development of this site would be townhouses, or garden apartments. Both of these residential categories are best located on the neighborhood periphery where the relatively high traffic generation, as compared to single family low density development, is not directed through the local street system.

Another area which lends itself to townhouse development is that area of the City east of Rainbow Boulevard. This is an area of small, older homes, and will probably be ripe for redevelopment within the next twenty years. A townhouse development in this location could be integrated with the proposed community center, taking advantage of the view offered by the proposed park, as well as that of Westwood Park on the east side of State Line Road.

It is perhaps well to discuss the characteristics of townhouses. They are single-family attached units with party walls. The townhouse is a transition between the single-family detached house and the garden apartment. Typical densities in townhouse developments range from six to twelve units per net acre. This is roughly equivalent to the density of the present single-family detached homes in that part of Westwood east

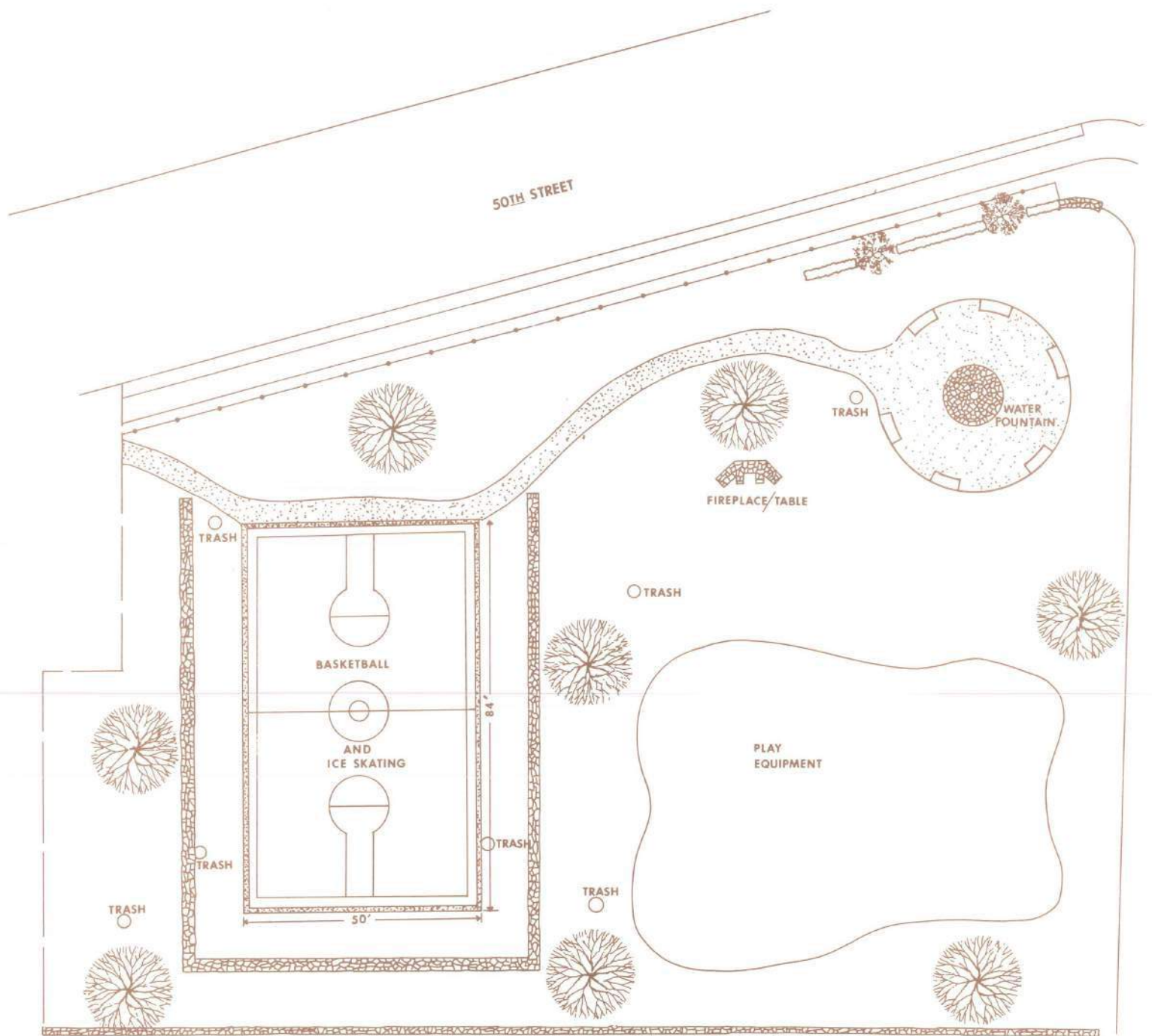
of Rainbow Boulevard.

The townhouse is attractive to those who want the advantage of home ownership as well as freedom from expensive yard maintenance. The townhouse also provides them with more space than would be available to them in a comparably priced garden apartment. A marketing survey of public acceptance by the Urban Land Institute indicates that the townhouse household, buyers and renters alike, do not differ from households in detached single-family houses with respect to age, education, occupation, and number of children.

50th Street and Rainbow Boulevard

The vacant tract on the southeast corner of 50th Street and Rainbow Boulevard is currently in City ownership. This tract, totalling approximately 0.9 acres, should remain in public ownership. One alternative is for the City to develop the land as shown in Plate 9, with recreational facilities occupying a major portion of the site, and an area of intensive landscaping. This would provide some recreational and leisure-time facilities readily accessible to all citizens of Westwood.

Another alternative is to transfer the ownership of the land to the Shawnee-Mission school district for development as supplementary playground space for the Westwood View Elementary School. The present school site provides a bare minimum of space for childrens' play activities. If this type of development is implemented, its use, especially during the non-school hours, should be available to all children residing in Westwood.



Prepared by the Johnson County Park and Recreation District

CITY OF WESTWOOD, KANSAS

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DEPARTMENT OF URBAN & REGIONAL PLANNING
KANSAS CITY OVERLAND PARK, KANSAS

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PROPOSED NEIGHBORHOOD PARK

PLATE 7

LAND USE PLAN

GOAL FORMULATION

Introduction

City development is a reflection of the values held by the residents of the particular city. The facilities and services provided by a city are determined by the values held by a majority of those people living and working in that city. The same is true of the type of living accommodations available in the community. Adequacy is entirely a relative matter. Adequacy is based on the consensus of values held by the residents of the community. The adequacy of administrative service, public facilities, or housing types, is determined by the demands of the citizens of the community. What is adequate in one city may very well be considered inadequate in another. Adequacy is entirely relative to the standard the community wants and for which the community is willing to pay.

Goal formulation is a process of identifying the present consensus of values in a community. This is the stage of the planning program in which the citizens play the most important role, for it is here that they relate what they, as a group, feel are the important goals and objectives to be achieved in the future development of their city. As such, it is an essential prerequisite to the development of a meaningful comprehensive plan, for the plan is a graphic portrayal of the values held by the citizens, combined with appropriate planning principles and standards.

This chapter is intended as a point of departure in establishing a consensus of the values held by the citizens of the City of Westwood. The City Council, as representatives of the residents, was presented a number of policy statements. These were reviewed, with certain items being eliminated, modified, or added. Through this exchange of values, a set of development goals unique to the City of Westwood has evolved. These goals are presented below.

Basic Land Use Policies

1. In the preparation of the Comprehensive Plan, present land use characteristics should be recognized and given due consideration, including the following:
 - a. The life expectancy of the structures
 - b. The local trends in occupancy and use
 - c. The local trends in property values.
2. The quantity and distribution of land uses needed in future years should be protected by zoning controls, and such controls should make express reference to the various elements of the Comprehensive Plan.
3. The quality of existing and future development areas should be protected by:
 - a. Avoiding any mixture of uses which will lead to blight.
 - b. Protecting the boundaries of adjacent land use groups.
 - c. Making the land use groups large enough that they can establish and maintain a definite character, rather

than being engulfed by excessive exposure to incompatible types of land use.

4. The transition of an area from one major type of land use to another should be related to the following:
 - a. Rezoning cannot by itself predetermine the rate of change in an area. It can only help to stabilize or accelerate change in the area during the period for which the zoning is designed.
 - b. If a substantial part of an area is expected to achieve a desired change, rezoning is justified.
 - c. If only minor parts of an area are expected to change, it is desirable to zone for the protection of the majority of the property in the established use.
5. Functionally related uses should be allowed in the same district, although they are not necessarily compatible. The grouping of uses is derived from the Comprehensive Plan.
6. Relevant conditions, facts, and circumstances to be considered in determining reasonableness in land use planning include:
 - a. Existing land uses
 - b. Conditions of terrain and improvements
 - c. Technical feasibility and physical limitations
 - d. Required public facilities and services
 - e. Impact - locally and area-wide
 - f. Neighborhood acceptance weighed against public needs

- g. Public versus private interests and equitableness
- h. Legality

7. Land use districts and real estate assessments for tax purposes should be closely coordinated, so that neither will ultimately defeat the objectives of the other.
8. Adequate thoroughfares should be provided to insure ready access to residential areas.
9. Residential areas should be free of incompatible uses, large volumes of traffic, economic hindrances to development, and conditions of blight.
10. Community facilities such as schools and open spaces should be conveniently located with respect to the residential areas.
11. The Comprehensive Plan should reflect present and anticipated development in those portions of the adjacent municipalities immediately bounding the City of Westwood.

Commercial and Industrial Land Use Policies

12. Future commercial development should be related to the basic commercial categories of noncenter business development, including highway service and other ribbon development, and a neighborhood shopping center.
13. Policies should be established which will overcome the major

objectionable features of this type of development - poor traffic circulation, wasteful land occupancy, inadequate protection of the land behind, and aesthetic considerations. The first three problems can be solved through government policy and action; the last one is directly up to the people.

- a. On-site parking and, where applicable, loading spaces should be required of all commercial uses; the number of such spaces to be provided should be prescribed by the zoning ordinance.
 - b. To avoid the common feature of strip blight, compactness should be attained by encouraging the orderly expansion of commercial establishments.
 - c. Each zoning or building permit should stipulate that a buffer be constructed and maintained along the rear property line of each commercial lot.
 - d. Utilities should be placed underground or along the rear property line, integrated with the buffer. Underground placement is superior.
14. The maximum height of advertising signs should not exceed the maximum permitted building height. Free standing signs should not be located between the right-of-way line and the building line.
15. Outdoor advertising should be considered a commercial use, and should be confined to zones permitting commercial use groups.
16. Since uses abutting the rear lot line of commercial lots will normally be low-rise residential structures, the maximum building

height of commercial structures should be related to these residences.

17. Residential uses should be excluded from commercial areas, except those for transients.
18. Ribbon commercial zoning should be in scale with realistically estimated prospective requirements.
19. Future commercial development should be as shown in the Comprehensive Plan of the City of Westwood.

Residential Land Use Policies

20. The basic goals to seek in residential development should be the development of values - both human and economic. These values are not only related to the quality of the individual housing structures, but also to the physical environment:
 - a. The quality of the living conditions, as influenced by building density;
 - b. The load on streets, utilities, schools, recreational and other community facilities;
 - c. The economic return realizable from the land.
21. Population density should be controlled through minimum lot area per dwelling unit ratio requirements. In addition to ensuring light, air, privacy, and other environmental features of adequate standards, population density control establishes and maintains an acceptable relationship between the concentration of population

and the related available physical facilities - public and private. Failure to relate facilities to population is generally recognized as a principal source of urban blight.

22. Residential land use planning relies essentially on Specification Zoning, and with appropriate specifications - mainly population density or building density standards and height-setback requirements - all types of residential uses can be arranged in such a way as to be mutually compatible.
23. Non-residential uses which bear a direct functional relationship to residential uses may be permitted in the residential areas. Churches, clubs, and swimming pools are examples of this category of uses.
24. The basic design criteria used to create a desirable character in residential areas includes the following:
 - a. General elimination and prevention of extraneous traffic from residential streets.
 - b. Segregation of residences from incompatible or devisive non-residential land uses.
 - c. Equitable distribution of adequate public services.
 - d. The application, through legal regulations, of suitable standards for the building of dwellings, giving assurance of proper spacing between structures and enough open space for consideration of service and aesthetics. Such standards should reflect the varying requirements

of the difficult types of dwelling structures.

- e. Provision should be made, through zoning, for some diversity in the distribution of dwelling types to encourage a reasonable stability in the patterns of occupancy in the various sections of the City by a population of varied composition.

Public and Semi-Public Land Use Policies

- 25. The use and appearance of public and semi-public use activities should set a good example for private development.
- 26. The extent, size, location, and character of public and semi-public facilities require special studies, but generally they should be located in accordance with the Comprehensive Plan.
- 27. The usefulness of a public building is measured by its functional suitability to its particular purpose and by the appropriateness of its location. A poorly designed or constructed building impairs the efficient conduct of public business, while an improperly located building is even more wasteful and inefficient. It is important that each site is consistent with the objectives of the Comprehensive Plan and also consistent with the plans of other governmental agencies.
- 28. Attention should be given to the parking and traffic problems generated by the various public and semi-public uses. Each institution should provide its own adequate off-street parking.

29. Semi-public institutions should seek professional assistance in selecting new locations or when considering expansion of an existing site.
30. Where feasible, all utilities should be placed underground. In this way, better service can be provided, particularly during critical periods related to natural calamities.
31. Land development should be related to the drainage pattern affecting the areas involved, with proper provision to be made for adequate storm drainage facilities. Storm drainage plans should reflect potential run-off within the drainage area on the basis of developed land.
32. The peculiar nature of public and quasi-public utility installations should be given appropriate recognition in the Comprehensive Plan. The location and development of such installations should be governed by reasonable standards of compatibility.
33. Traffic facilities should be designed and constructed in relation to the function to be performed. Major thoroughfares should be designed primarily for their traffic carrying capabilities, and not for the provision of access to private properties. Conversely, minor streets are designed to provide access to private properties and not as carriers of through traffic.
34. Traffic facilities should be designed and constructed in a manner that will not adversely affect nearby private properties.

Land Use Sketch Plans

The sketch plans shown in Plates 8, 9, and 10 illustrate three of the possible conceptual alternatives for the total future development of the City of Westwood. These sketch studies present major plan elements which appear throughout, and certain alternative approaches for the future development of specific areas. The future land use sketches were used to present initial ideas for discussion with the City Council. These discussions, and the conclusions which evolved, provided the guidance in preparing the more detailed land use plan and comprehensive plan.

LAND USE PLAN

The Westwood Planning program has followed a logical series of steps involving the assembling, collating, and analysis of facts about the existing City. Planning Goals were established, and several sketch plans of the many possible development schemes were formulated, discussed, revised, and approved. The Land Use Plan for the City of Westwood, shown on Plate 11, graphically illustrates the general development policies as they relate to acceptable community standards. As indicated in the Land Use Plan, the City should remain in primarily single family residential development. Virtually all of the recommended changes in land usage are along the periphery. The major categories of land use proposed in the Plan are summarized in Table 2. As indicated in this table, there are significant increases proposed for the amount of land used for public and semi-public purposes. This reflects the proposed community center development as well as the small neighborhood park at 50th Street and Rainbow Boulevard. There are significant increases in the amount of land which is proposed for office use. Office development is suggested for the west side of Rainbow Boulevard between 47th Street and 47th Terrace and the east side of Rainbow Boulevard from the south city limits to the Youth for Christ property. It is also recommended that office usage be extended westward along Johnson Drive from the United Utilities offices, and that the entire length of 47th Street be developed as offices. Additional space should be provided behind the commercial establishments

TABLE 2: PROPOSED LAND USE

<u>Use</u>	<u>Alternate A</u>		<u>Alternate B</u>		<u>Alternate C</u>		<u>Alternate D</u>	
	<u>Acres</u>	<u>Percent</u>	<u>Acres</u>	<u>Percent</u>	<u>Acres</u>	<u>Percent</u>	<u>Acres</u>	<u>Percent</u>
Residential								
Single Family	146.1	54.0	146.1	54.0	146.1	54.0	146.1	54.0
Multi-Family	7.8	2.9	15.7	5.8	14.8	5.5	18.4	6.8
Commercial	32.6	12.1	32.6	12.1	32.6	12.1	29.3	10.9
Public and Semi-Public	25.2	9.3	16.2	6.0	17.1	6.3	16.8	6.2
Communications and Utilities	9.7	3.5	9.7	3.5	9.7	3.5	9.7	3.6
Street Right-of-Way	49.3	18.2	50.4	18.6	50.4	18.6	50.4	18.6
	—	—	—	—	—	—	—	—
TOTAL	270.7	100.0	270.7	100.0	270.7	100.0	270.7	100.0

on Rainbow to provide needed off-street parking. Townhouses or garden apartments are recommended in the area immediately south of the proposed community center - park development. A pleasant environment can be created, taking advantage of the view offered by the proposed park as well as that of Westwood Park on the east side of State Line Road. Townhouses or garden apartments would also be appropriate alternative uses along 47th Street.

While all commercial and office uses proposed in the Plan are located on arterial streets, they back onto residential property. It is necessary to insulate adjacent residential values against any adverse effect of these uses, particularly retail commercial. To attain this objective, buffers should be provided along the rear property line of each commercial lot. This buffer can consist of a planting strip of perhaps twenty to thirty feet in width, with high, dense foliage. Where such planting is impractical, masonry walls or solid fences of pleasing design should be provided.

ZONING

Present and Recommended Zoning Districts

The present zoning ordinance contains five use districts. These are:

Section 3. Residential District

Section 4. Retail Business District

Section 5. Office and Professional District

Section 6. Parking District

Section 7. Apartment District

The provisions of this ordinance are basically quite adequate to achieve the objectives of the planning program. It is suggested, however, that for clarity, the Residential District should be labeled Single-Family Residential District, and the Apartment District should include townhouses as permitted uses. It would then be more appropriately labeled as a Multiple Residence District. In many instances, it is desirable to combine the Multiple Residence District and the Office and Professional District.

The zoning districts should be established with sound groupings of related land use activities, and appropriate standards and specifications for lot size, building coverage, and adequate parking and vehicular access. The community unit concept may also be considered in the new zoning ordinance for Westwood.

Relationship of Zoning to Planning

Basic economic considerations have established the concept of the comprehensive plan as a prerequisite to sound zoning. The varying and different land use activity categories require a great variety of facilities and services, which can be equitably distributed. Such facilities and services should generally be related to the necessary financial capacity, without jeopardizing the ability to produce profits and other satisfactions in the broadest sense. It is recognized that the facility and service needs of the different land use groups vary substantially. A balanced land use pattern is necessary to obtain an equitable and acceptable financial obligation to the major land use areas. The design of a comprehensive plan, coordinating and properly interrelating the various major land use elements, has become an essential precondition to the drafting of zoning measures. Today, this principle is widely recognized.

The Kansas Statutes Annotated (12-708, K.S.A. 1967 Supplement) require the governing body of the city to have the planning commission recommend the nature and number of zones or districts which it deems necessary, as well as the boundaries and appropriate regulation or restrictions to be enforced in them. In making these recommendations, the planning commission shall make, or have made, surveys and studies of past and present use of property, or if the governing body has adopted a land use plan as part of the city's comprehensive plan,

the zoning recommendations shall be based on the plan. With the acceptance of the plan concept, implementation of zoning measures is founded in the broad concept of the police power as related to the public health, safety, and especially the public welfare.

Generally, all city planning is basically land use planning, for the terms "plan," "master plan," and "comprehensive plan" are basically synonymous. The plan is a graphic presentation of the desirable and reasonable local goals, showing the general extent and location of community facilities and the basic land use groups. The plan is based on extensive and intensive study of the area's economic and feasible physical development potential. The continuing planning process contains the following basic steps:

1. Research, or problem identification
2. Design, or problem solutions
3. Implementation, or problem prevention and correction

Zoning is a part of the implementation stage, but it is founded and directly related to research and design.

Zoning is a tool used to implement planning goals. It is not synonymous with planning. Therefore, unless zoning is based on the principles and objectives of planning, it will merely be a policing measure, which will not achieve its purpose - implementation of the comprehensive plan.

The main objective of zoning is to aid in implementing the comprehensive or community plan - the accepted and desirable plan for the future development of the community. This plan serves as a guide for the future development of the community, and is based on extensive research and design. If zoning is based on this plan, it is recognized, both technically and judicially, as legitimate zoning. This is counter to zoning measures enacted without regard to accepted goals and principles and based on mere opinion, whim, or expediency. Further, such zoning measures may be considered unreasonable, arbitrary, and capricious when subjected to legal test.

Normally, the long-range objectives and goals of the Comprehensive Plan are translated into short-term and longer-term programs. As an implementing procedure, the zoning program has two phases:

1. drafting a code of standards and regulations;
2. delineating the boundaries of the different districts on the zoning map.

The text of the zoning code should remain basically valid throughout the time period of projected comprehensive plan proposals. As long as the comprehensive plan goals and proposals remain valid as a guide for community development, major changes in the text will be required only in the case of substantial changes in conceptual planning techniques and accepted social standards.

The zoning map, however, represents short-term goals, aimed at gradual

adaptation to long-range plan objectives. For this reason, the map is a more flexible device. Gradual mapping changes may be used to aid area stabilization, provide transitional protective measures, as well as other purposes. Ultimately, after a period of successive map changes, the timing of which will vary from community to community, the zoning map should approximate the land use patterns illustrated on the land use plan.

STREET PLAN

EXISTING STREETS

There are a total of 8.6 miles of streets in the City of Westwood. This is comprised of 2.4 miles of arterials, 1.2 miles of collectors, and 5.0 miles of local streets. The pavement of all streets is in generally good condition.

The arterials in the community are the boundary streets - Johnson Drive or U. S. 50, Mission Road, 47th Street, Rainbow Boulevard, and State Line Road. The Kansas City Area, Transportation Study indicates the following 24 hour weekday traffic volumes on these streets in 1966: 28,650 vehicles on Johnson Drive, 4,510 vehicles on Mission Road, 6,935 vehicles on 47th Street, from 11,155 vehicles on Rainbow Boulevard at Johnson Drive to 14,125 vehicles at 47th Street, and 4,175 vehicles on State Line Road. As indicated in Table 3 and Plate 13, Johnson Drive and Rainbow Boulevard are the only streets in the city which have four lanes of pavement.

EXISTING SIDEWALKS

There are 15,555 feet of sidewalks in the City. As shown in Plate 16, there are sidewalks on both sides of Rainbow Boulevard, the west side of Belinder Road, the south side of 50th Street, both sides of 50th Terrace from mid-block east to Belinder Road, the south side of 51st Terrace from Mission Road to Belinder Road, the north side of 51st Terrace from Belinder Road to 51st Street, which continues along 51st Street to

Table 3: STREET INVENTORY

Street	Location	Right-of-Way in Feet	Pavement Number of Lanes	S I D E W A L K	
				North or East	South or West
State Line Road	47th Street to South City Limit	50	2	No	No
Rainbow Avenue	47th Street to 51st Street	68	4	Yes	Yes
	51st Street to U.S. 50	73	4	Yes	Yes
Adams Street	47th Street to City Garage	50	2	No	No
	48th Terrace to 50th Street	40	2	Yes	No
Booth Avenue	47th Street to Palm Street	50	2	No	No
	48th Street to 48th Terrace	40	2	No	No
	48th Terrace to 49th Terrace	40	2	No	No
	49th Terrace to 50th Street	40	2	No	No
Belinder Court	47th Street South to Cul-de-Sac	50	2	No	No
	Cul-de-Sac to 49th Street	40	2	No	No
Belinder Road	47th Street to U.S. 50	40	2	No	Yes
Norwood	49th Terrace to 50th Street	30	2	No	No
Fairway	49th Terrace to 50th Street	30	2	No	No
Mission Road	47th Street to 53rd Street	60	2	No	No
47th Street	Mission Road to Rainbow Avenue	60	2	-	No
47th Terrace	Mission Road to Belinder Avenue	50	2	No	Yes
	Belinder Avenue to Rainbow Avenue	40	2	No	No
	Rainbow Avenue to State Line Road	42.5	2	No	No

Street	Location	Right-of-Way in Feet	Pavement Number of Lanes	S I D E W A L K	
				North or East	South or West
48th Street	Mission Road to Belinder Avenue Booth Avenue to Rainbow Avenue Rainbow Avenue to State Line Road	40 40 42.5	2 2 2	No No No	No No No
48th Terrace	Mission Road to Cul-de-Sac Cul-de-Sac to Belinder Avenue Belinder Avenue to Rainbow Avenue	50 40 40	2 2 2	No No No	No No No
49th Street	Cul-de-Sac to Belinder Avenue Adams Street to Rainbow Avenue	40 50	2 2	No No	No No
49th Terrace	Mission Road to Belinder Avenue Belinder Avenue to Adams Street	40 40	2 2	No No	No No
49th Place	Mission Road to Fairway	50	2	No	No
50th Street	Mission Road to Belinder Avenue Belinder Avenue to Rainbow Avenue	40 40	2 2	No No	Yes Yes
50th Terrace	Mission Road to Belinder Avenue Belinder Avenue to Cul-de-Sac	50 25	2 2	Yes** No	Yes** No
50th Place and 51st Street	Belinder Road to Belinder Road	30	2	No	No
51st Street	Mission Road to Belinder Avenue 51st Terrace to Rainbow Avenue	40 40	2 2	No Yes	No No
51st Terrace	Mission Road to Belinder Avenue Belinder Avenue to 51st Street 51st Street to Rainbow Avenue	40 40 40	2 2 2	No Yes No	Yes Yes Yes
Johnson Drive (U.S. 50)	Belinder Avenue to Rainbow Avenue	70	4	Yes	-

** Walks from mid-block (high point) east to Belinder Avenue.

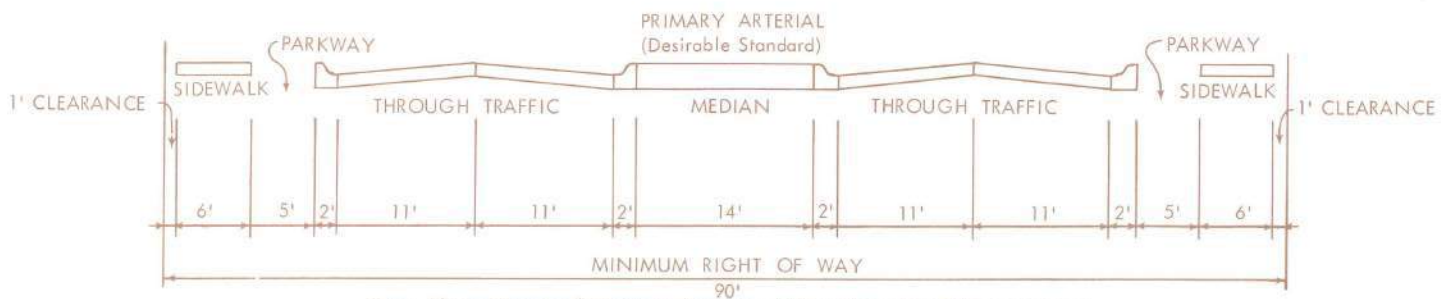
Rainbow Boulevard. A short stretch of sidewalk extends along the north side of 49th Street a distance of approximately 150 feet west from Rainbow Boulevard. Sidewalks have recently been placed on the east side of Adams Street between 48th Street Terrace and 50th Street.

FUNCTIONAL CLASSIFICATION OF STREETS

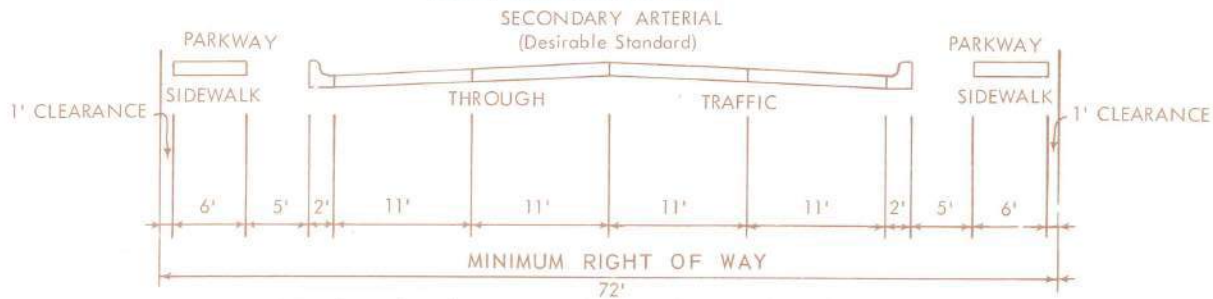
The street system is the backbone of any urban development. People try to locate near the major thoroughfares to maximize their ability to conveniently commute between home, work, recreation, and shopping. To assist in the proper design of streets in the metropolitan area, a functional or use classification has been developed. The Metropolitan Planning Commission - Kansas City Region has established seven categories of thoroughfares for the Kansas City Metropolitan Area. In Westwood, only four of these categories need be considered - primary arterials, secondary arterials, collector streets, and local streets. The design standards for these categories are illustrated in Plate 15.

Primary Arterials carry large volumes of through traffic between urban centers and between basic land use districts. Extensive use of traffic control devices is made to facilitate the moving of the large volumes of through traffic. The number of access points to adjacent properties should be limited. A minimum of four traffic lanes and left-turn bays at major intersections is recommended. A median separating opposing traffic is desirable, but not absolutely necessary.

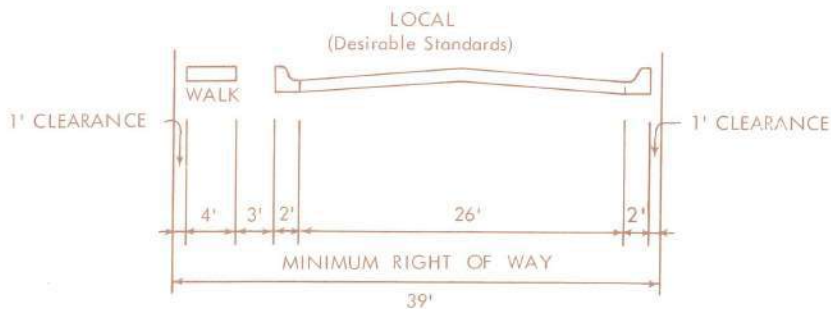
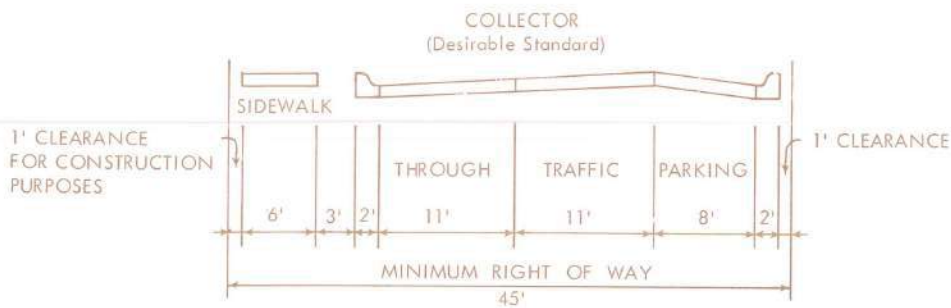
Secondary Arterials are intended to collect and distribute traffic in



Note: The median may be omitted, however, left turn bays should be provided at major intersections. Minimum sidewalk width should be 4 feet; minimum parkway width should be 3 feet.



Note: Sidewalk width may be reduced to 4 feet; parkway width may be reduced to 3 feet.



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TYPICAL STREET SECTIONS PLATE 15

much the same manner as the primary arterials, except that they service minor traffic generating areas. At least four traffic lanes are desirable, but the median and left-turn lane are not necessary.

Collector Streets, as the name implies, are intended to collect traffic from the local streets and deliver it to a higher order street. Generally collectors should have at least two traffic lanes and at least one parking lane.

Local Streets carry very low volumes of traffic. Their primary purpose is to provide access to the properties abutting the local streets. In addition to providing access to property, local streets provide right-of-way for utilities. Because of the function, local streets have the lowest level of design standards with respect to right-of-way width, type of construction, and capacity. Local streets should be designed to discourage through traffic.

OTHER DESIGN ELEMENTS

Sidewalks provide an additional measure of safety for pedestrians. They should be provided adjacent to and in the vicinity of public and semi-public land uses (parks, schools, and churches) where large numbers of pedestrians gather. Sidewalks should be provided on at least one side of all streets. It is also recommended that a parkway of from three to five feet separate the sidewalk from the curb on arterials to provide increased safety for pedestrians as indicated in Table 4. A three foot

parkway is recommended on collectors and local streets, although due to low vehicular traffic volumes, placement of the sidewalk adjacent to the curb may be adequate.

The median strip separates opposing traffic lanes, and contributes to traffic safety. If the median is of ample width, turning lanes can be provided at intersections. In other instances, the median can be landscaped as a desirable aesthetic feature. The median can also provide space for underground utilities.

Table 4: SIDEWALK STANDARDS

<u>Street Classification</u>		<u>Minimum</u>	<u>Recommended</u>
Arterials	Sidewalk width	4 feet	6 feet
	Parkway width	3 feet	5 feet
Collectors	Sidewalk width	4 feet	6 feet
	Parkway width	0 feet	3 feet
Local Streets	Sidewalk width	4 feet	4 feet
	Parkway width	0 feet	3 feet

On-Street parking should be prohibited on arterials. Where it is permitted, however, a parking lane of at least ten feet should be provided.

RECOMMENDED IMPROVEMENTS

Streets

The Streets in the City of Westwood are basically adequate. Two

arterials are in need of major improvements. Forty-Seventh Street, currently a two lane thoroughfare, should be improved to secondary arterial standards. This improvement could be accomplished with cooperative agreements between the City of Westwood, Kansas City, Kansas, Wyandotte County and Johnson County. Mission Road, also a two lane thoroughfare, should receive increased volumes of traffic in the future in light of the interchange with I-35, and also the continuity of this thoroughfare through the urban area. To satisfy the anticipated traffic demand, it would normally be suggested that Mission Road be improved to secondary arterial standards. However, to preserve the residential qualities of the adjacent properties it is desirable to discourage heavy traffic on this segment of Mission Road. Therefore, it is recommended that this thoroughfare be improved to provide storm sewers, sidewalks, and the street designed to collector standards. This would provide two traffic lanes and one parking lane. It is strongly recommended that a three foot parkway be provided between the curb and sidewalk to provide a safety measure for pedestrians. This is especially significant due to the large number of school children who would utilize this sidewalk. The Street Plan is shown on Plate 16.

Sidewalks

Sidewalks are proposed for all streets in the City, as shown in Plate 16. This would require a total of approximately 26,210 lineal feet of new sidewalk to be added to the more than 16,540 feet of sidewalk currently existing. While the proposed sidewalks are desirable, not all of them



are absolutely necessary. Sidewalks are definitely needed along both Mission Road and 47th Street, however. This will provide sidewalks along all of the major streets in the City, providing a safe walking area on streets carrying relatively high volumes of vehicular traffic. Construction of these sidewalks should coincide, if possible, with the previously mentioned improvements of these two thoroughfares. Due to the narrow pavement widths, it is highly desirable to provide sidewalks on one side of each of the local streets in the City. The proposed sidewalks shown in Plate 16 have been located on the north side and east sides of the streets wherever possible. Where terraces or light standards are located on these sides, consideration should be given to placing the sidewalks on the opposite side to reduce the construction costs.

COMMUNITY FACILITIES PLAN

INTRODUCTION

Community facilities include a very broad range of activity and service oriented public uses. In the more generalized interpretation of the term are included such facilities as parks, schools, libraries, hospitals, fire and police stations, water supply and treatment, and sewage treatment, which can be grouped under general headings such as educational, recreational, and cultural activities. In addition, public buildings used for governmental purposes can be included as a part of the total community facility structure.

Today, more than ever before, pressure to provide improved and enlarged community facilities is being applied on the various levels of government. Factors such as increased leisure time, increased per capita income, increased personal mobility, and rapid metropolitan urbanization are causing this increased demand for services and facilities, resulting in an ever increasing burden on public funds.

EXISTING COMMUNITY FACILITIES

The City of Westwood has only one existing community facility, Westwood View Elementary School, in addition to the utility systems. The school is under the jurisdiction of the Shawnee-Mission unified school district. The City utilizes space on the second floor of an office building at 4800 Rainbow Boulevard for its administrative and police operations. For outdoor recreational activity, the citizens of Westwood must use the facilities provided by neighboring municipalities and other governmental units.

RECOMMENDED COMMUNITY FACILITIES

Community Center – Park Development

The proposed community facilities shown in Plate 17 have been discussed in some detail in Chapter 3. These are the Community Center development which consists of a recommended municipal building and community park located at 47th Street and Rainbow Boulevard, and the neighborhood park or school play area located at 50th Street and Rainbow Boulevard. Community level parks should usually be 40 to 60 acres in size, however, variations from this standard are permissible when specific areas with special characteristics exist. Community level parks should include the following activity areas:

- Family and group picnic areas with the accompanying fireplaces and tables.
- Swimming facilities with bathhouses.
- Natural areas.
- Off-Street parking.
- Park shelter within the park picnic area.

The Community Center Park development includes all of these activities plus tennis courts and a softball area. Through intensive development these facilities can be accommodated on the site which totals approximately eleven acres.

Neighborhood Park

Ideally, neighborhood park facilities should range from three to five



acres per neighborhood. However, undeveloped land which can be used for recreational use is not available within the City of Westwood to the extent necessary to meet generally accepted standards. The park area proposed at 50th Street and Rainbow Boulevard is less than one acre in size. It is large enough to accommodate two tournament size doubles tennis courts, an area for horseshoes or other activity not requiring a large amount of space, and an intensively landscaped area.

Westwood View Elementary School Addition

If this land were to be developed by the school board, there is sufficient space for children's play apparatus as well as some peripheral landscape treatment. The two proposed park facilities, by being intensively developed, will provide sufficient active recreational facilities for the citizens of Westwood.

Proposed Municipal Building

Generally, it is recommended that the city hall and other government buildings be centrally located within the community. In this way, they are equally accessible to all citizens. This is not possible in Westwood due to the built-up nature of the City, nor is it necessary, due to the relatively small size of the City.

The size of the site is an important consideration. Sufficient space should be provided for the building, ancillary facilities, landscape

treatment, and ample parking.

The Municipal building proposed in the Community Facilities Plan, Plate 17, utilizes the same structure design which was originally intended to be located on vacant land at 50th Street and Rainbow Boulevard. This latter site, being less than one acre, is not of adequate size to allow for proper building placement or sufficient parking. The proposed location, by combining this activity with the park, provides for more satisfactory placement of the structure on the site, and through joint use of parking facilities, provides adequate parking.

IDENTIFYING FEATURES

Being a part of a large metropolitan complex, it is often difficult for travelers to identify the individual suburban communities. The usual signs at the side of major thoroughfares indicating that one is entering the City often go unnoticed because they are another addition to the multitude of regulatory signs and advertising signs vying for the motorists' attention. Well designed, aesthetically pleasing focal points can be very effective as identifying features. Some examples of identifying features are shown in Plate 18. Possible locations where these features would be appropriate are at 47th Street and Rainbow Boulevard, Johnson Drive and Rainbow Boulevard, 47th Street and Mission Road, and 53rd Street and Mission Road. In addition, the proposed neighborhood park at 50th Street and Rainbow Boulevard could also function as



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CITY IDENTIFICATION MARKER PLATE 18

an identifying feature.

STORM DRAINAGE PROBLEMS AND RECOMMENDATIONS

As indicated in Chapter 2, storm drainage problems have been experienced at several locations within the City. The conditions and recommendations for improvement, based on engineering studies, are as follows:

47th Street Drainage, West of Belinder Road

This is the most pressing storm drainage problem in the City of Westwood. This problem area is a part of the storm sewer facilities on the watercourse which enters the City of Westwood at 47th Street between Belinder Road and Mission Road, and exits from the City at Rainbow Boulevard south of 49th Street. The main portions of the system consist of a variety of reinforced concrete box culverts, connected in part by pipes of various size and types. The open portion of the system consists of open ditches, concrete paved trapezoidal ditches, and vertical-walled, rock lined ditches.

The system has a considerable number of sharp bends which probably are the result of piece-meal construction and an attempt to minimize damage losses on individual properties. The large number of bends results in heavy energy losses in the system, thereby greatly reducing the capacity of the system.

A study prepared in September, 1968 recommended that a supplemental

sewer system be constructed from 47th Street south to the south edge of the commercial property, then east to Belinder Road, and then south to 48th Street. This study also proposed the construction of a new sewer system running from 49th Terrace and Belinder Road along Belinder Road to 48th Terrace, then easterly along 48th Terrace to the existing system at approximately Booth Avenue. This latter system would provide pick up points at 49th Terrace, 49th Street, and 48th Terrace. Both of these proposed sewer systems are shown in Plate 3.

As an alternative to the above proposed sewer routings, consideration should also be given to routing a sewer in an easterly direction along 47th Street to the existing drainage ditch near State Line Road. This construction could possibly be included as part of the costs of improving 47th Street in the future. Studies would be required to determine the effect the outletting of this runoff to this alternate location would have on properties downstream.

51st Street to 51st Terrace, West of Belinder Road

The existing sewer system was extremely inadequate due to erratic alignment and grades, and insufficient sewer sizes. A study submitted to the City in July, 1969 recommended the construction of a new sewer from 51st Street to 51st Terrace. The construction of a twin 24-inch reinforced concrete sewer system is presently underway and will provide sufficient capacity to accommodate a design rainfall of ten-year frequency, which is recommended for residential areas by the Kansas City Metropolitan Chapter of the American Public Works Association. It is noted, however,

that while the existing sewer system immediately south of 51st Terrace does not have this capacity at this time, it can be improved in the future if the need arises. Since the construction of the sewer system between 51st Street and 51st Terrace is essentially complete, it has been shown as "existing" in Plate 3.

South of 48th Terrace, East of Mission Road

Considerable ponding occurs during rain storms between the residences located at 2915 and 2919 West 48th Terrace. This is the result of a low spot in 48th Terrace and the flatness of the adjacent terrain. There is insufficient drop in elevation between the low spot and the existing ditch located on the east side of Mission Road to permit the use of pipe. Therefore, it had been previously recommended that a shallow ditch be constructed from the low spot, running southerly between the two residences, then westerly along the north property line of Olivet Baptist Church, and outletting into the existing ditch on the east side of Mission Road.

It should be recognized that the concentration of this drainage in a ditch may result in periodic overflowing of the Mission Road ditch due to its limited capacity and restricting driveway culverts. Ultimately, if and when Mission Road is improved with curb and gutter, it will be necessary to construct a storm sewer in conjunction with the street improvement. At that time, serious consideration should be given to replacing the above ditches with storm sewers to outlet into the Mission Road storm sewer.

COMPREHENSIVE PLAN

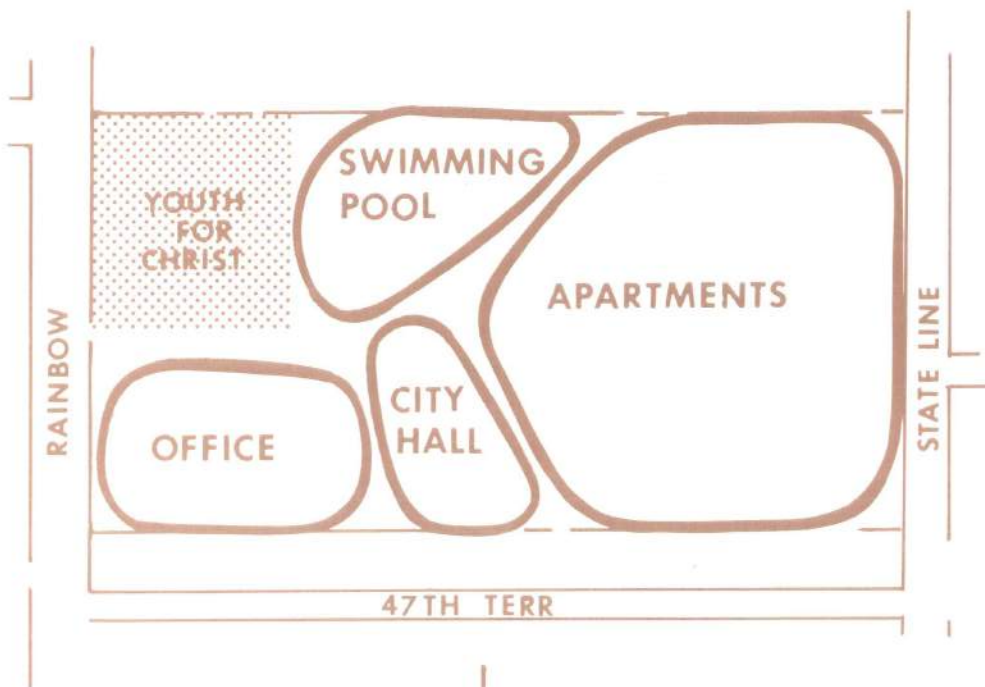
The Comprehensive Plan for the City of Westwood and the alternates, shown in Plate 19, illustrates the total physical environment proposed for the City. Present development and the goals for the future have been combined in the Plan to yield maximum convenience, economy, and urban amenities. It optimizes the potential of the community, increases the possibility of choice in terms of housing, and depicts sound interrelationships between the major land use categories. The Comprehensive Plan illustrates all of the conclusions and recommendations presented in detail in earlier chapters of this report. These recommendations are summarized as follows:

- a. Upgrade 47th Street to secondary arterial standards.
- b. Mission Road should be improved to provide storm sewers and sidewalks. It should be designed to the standards for collector streets.
- c. Parks and outdoor recreational facilities should be provided by the City for the citizens of Westwood. It should not be necessary for Westwood's residents to depend upon the facilities provided by other municipalities. The community center-park development would provide the needed recreational facilities. The construction of a municipal building in conjunction with this development would provide space for various community activities, an identifying feature, as well as space for normal municipal administrative activities.

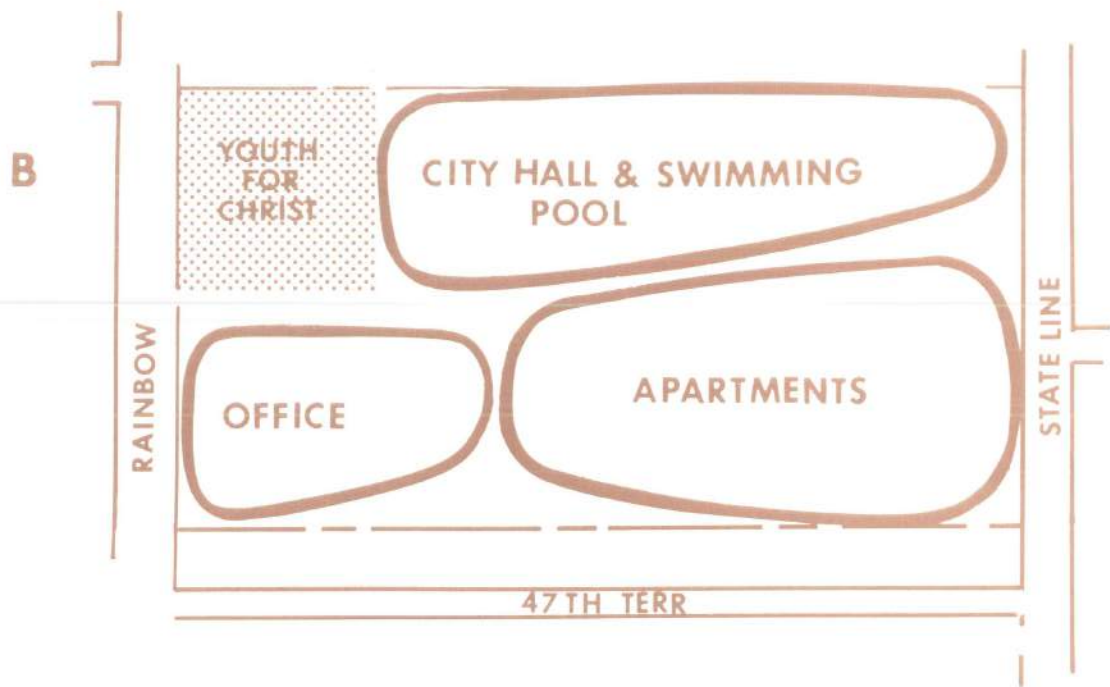
In addition, the City owned property at 50th Street and Rainbow Boulevard should be retained in public ownership, and developed as a small park and intensively landscaped focal point, or as an alternative, sold to the Shawnee-Mission unified school district to augment the existing playground facilities of the Westwood View Elementary School.

- d. Offices would be a desirable usage for the land fronting the entire length of 47th Street. Office development would also be appropriate along the east side of Rainbow Boulevard north of 47th Terrace and the west side of Rainbow Boulevard from the south city limits to the Youth for Christ property.
- e. To insulate residential land values from any adverse effect of adjacent commercial development, buffers should be provided along the rear property line of each commercial lot. This buffer can consist of high, dense foliage, or where this is not practical, masonry walls or solid fences should be provided.
- f. Townhouses or garden apartments are recommended for the area south of the proposed Community Center-Park development. This type of development would be an appropriate alternative to offices for the 47th Street frontage between Mission Road and Belinder Road.

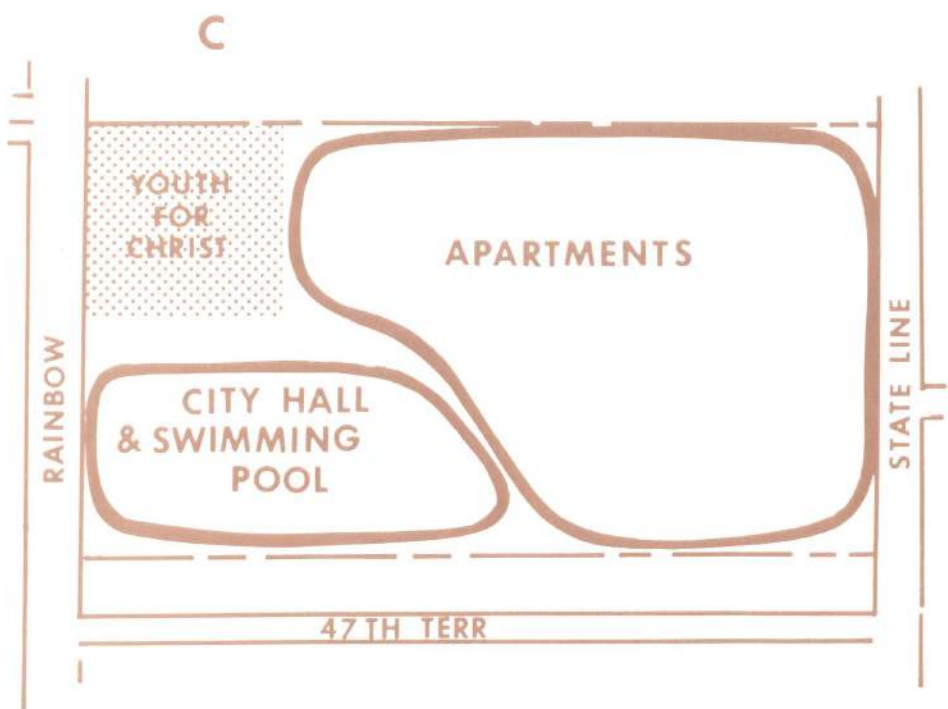
Three alternate development concepts for the vacant tract of land located at 47th Street and Rainbow Boulevard are shown on Plate 19. The uses shown include apartments and townhouses and the municipal building-swimming pool complex. An office structure located on Rainbow Boulevard would also be appropriate. The areas shown for the various uses are not intended to be definitive, but should be interpreted as general schematic diagrams illustrating possible relationships between the suggested uses. However, depending on specific siting, at least three and one-half to four acres will be necessary for the municipal building and swimming pool. This will provide for adequate provision of parking spaces and landscaping.



A



B



C



CITY OF WESTWOOD, KANSAS

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
 DEPARTMENT OF URBAN & REGIONAL PLANNING
 KANSAS CITY OVERLAND PARK, KANSAS

HNTB

ALTERNATE DEVELOPMENT SCHEMES

PLATE 19

